

The Fastest Train in England.

The trains of Great Britain run, in the estimation of the British public, far more swiftly than those of any other nation; but, at the same time, there is a general vagueness with regard to their actual rate of motion that has a great effect in exaggerating the reports of their speed. Every one naturally claims that the train by which he himself frequently travels is the first in point of speed. The tourist or the sportsman rushing down to Scotland believes in the "Flying Dutchman," the great ten o'clock morning train from King's Cross, which runs into Lincolnshire without a stop, and after allowing thirty minutes at York for a hasty midday meal, reaches Edinburgh at seven o'clock, in time for a substantial dinner at the Northern capital. Another candidate for the honors of speed is the "Flying Dutchman," of Bristol and Exeter celebrity. It is a broad-gauge train and there is a very prevalent idea that, no matter how great the speed of other lines may be, the great width that Brunel introduced enables a higher velocity to be obtained on the Great Western than anywhere else. A third competitor, with many partisans is the "Wild Irishman," carrying the Holyhead mail, not only for Ireland but for America, and, via San Francisco, for Honolulu and New Zealand. The speed of the Flying Dutchman is generally assumed to be fifty miles an hour; the Wild Irishman is credited with the same rate, but the friends of the Flying Dutchman maintain that the run from London to Bristol averages sixty, and that it is far ahead of all its rivals in regard to speed. Among such diversities of opinion, it might be interesting to give a few particulars of these champion trains. The partisans of the Wild Irishman will be disappointed with the heat that, whatever may be the result of the negotiations now pending, or that may have been completed between the London and North-western Company and the Postoffice, the "Irish Mail" cannot even be named in the competition. The quickest of the four trains known by this name—and it may be noticed that it stops more frequently than the three champions—averages 10.6 miles an hour, so though, by the help of the steamer, the route to Dublin is the quickest sea and land journey in the world, still, as a train, the Wild Irishman is inferior to other trains of the London and North-western Company, which does not pretend to run the quickest train in England. "Bradshaw" is so perplexing a study to many persons that, in order to save further trouble, it may be well to admit that the struggle for the first place in speed lies between two well-known trains, the Flying Dutchman of the Great Western and the Flying Dutchman of the Great Northern, and the competition between them is extremely keen.

The Flying Dutchman is a broad gauge train, leaving Paddington Station at 11.15 midday, and it runs as far as Swindon without a stoppage. It is the custom for all Great Western trains to come to a halt at this station; and the Dutchman stops for ten minutes, devoted to refreshments, after which it resumes its course; and, after a momentary stay at Bath, it reaches Bristol at 2.21, after a run of 116.4 miles. Notwithstanding the importance of the city of the Avon, only five minutes for rest are allowed, and at 2.26 the Dutchman has resumed his wild career, and is rushing at full speed for Taunton, where there is a pause, hardly a stoppage, and at four o'clock in the afternoon the train rolls into Exeter—193.4 miles from London. The speed, not allowing for stoppages, must have been 18.4 miles per hour. The other train whose claims have to be examined is the Flying Dutchman. This is a narrow gauge train leaving King's Cross London, at 10 a. m., en route for Scotland. Its first start is impressive, for it opens with the longest run without a pause in England, and probably in the world, in the shape of a run to Grantham in Lincolnshire, a distance of 105 miles. Six minutes are graciously allowed for breathing time, and then the Scotchman takes wing for York. The speed is as high as ever; and at the end of 189 miles—completed in five minutes less than four hours—the train enters the northeastern station in England, that of the Flying Dutchman, like the Flying Dutchman, stop for refreshments; but, as the distance covered is greater, the pause is longer. Half an hour is allowed the passengers at York, and at twenty-five minutes past two the train once more makes a start. A respectable run of eighty-four miles to Newcastle is followed by a stoppage there for five minutes; and another pause of the same duration at the old border town of Berwick-on-Tweed forms the last halt before, at seven o'clock in the evening, the Scotchman runs into the Waverley Station, Edinburgh.

The total distance is 296.4 miles, covered in exactly nine hours, including all stoppages; and on applying the same calculation to the Scotchman as has been already applied to the Great Western train, it will be found that the Northern train's average running speed is exactly 14 miles an hour.—*Exchange*

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TENNENT'S PALE ALE, in quarts and pints;
PILSENER BEER, in quarts;
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INLES HOBIN & Co.'s BRANDY, "A. A." in cases and cases;
MULLER FRENCH BRANDY, "A. A." in cases;
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IRISH MALT WHISKY;
SCOTCH WHISKY, Glen Lismore;
" " Glen Garry;
" " Glen Garry, in stone jugs;
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Respectfully notify the Public that they have
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Lowest Market Rates for CASH!
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All orders and communications to be addressed
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Hawaiian Gazette Supplement, Apr. 23.

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NO CORKS.

We Use Patent Stoppers

In all our Bottles. Families Use us

Ginger Ale but ours

CHILDREN CHRY FOR

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We deliver our Goods Free of Charge to all parts of the City.

Careful attention paid to Island Orders. Address

The Crystal Soda Works.

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OUR TELEPHONE IS NO. 298.

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Port Street, will receive prompt attention.

LAINE & CO.

HAVE A LARGE STOCK OF THE

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WHICH IS OFFERED AT THE

Lowest Market Prices

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Notice to Planters!!

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Trash Furnace in the Islands is the furnace to use at the

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18 pound Rails, 14 pound Rails.

With Patent Steel Sleepers

Cane Cars.

Will be sold to close a consignment.

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To the Proprietors of Sugar Mills.

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ANTHRAKITE, the undersigned is prepared to

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"Electric Oil"

1500 WATER WHITE PATENT Nozzle Cans.

LARD, in 5 & 10 lb. PAILS

EXTRA PRIME

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IN BARRELS AND CASES.

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IRON SAFES

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A Choice Selection of

CHAIRS!

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GUITARS,

ACCORDEONS,

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BANJOS,

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— C — O — M — P — Y —

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Island Orders will Receive Prompt and

Careful Attention.

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Containing all the advantages of other Breakers and

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